

**City of Issaquah  
Development Commission**

**NOTICE OF DECISION**

**April 1, 2016**

**APPLICATIONS:** Project No. PRJ14-00051  
Site Development Permit: SDP15-00005

**PROJECT NAME:** Gateway Senior Housing

**STAFF CONTACT:** Amy Tarce, Senior Planner  
Development Services Department. 425-837-3097  
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**APPLICANT:** Derrick Overbay  
VIA Architecture  
1809 7<sup>th</sup> Avenue, Suite 800  
Seattle, WA 98101

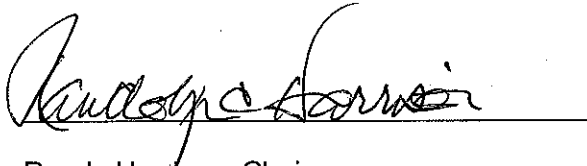
**OWNER:** The Wolff Company  
911 East Pike Street, STE 310  
Seattle, WA 98122

**REQUEST:** Site Development Permit **approval** for a 5-story senior residential development consisting of 146 units on 6.09 acres. The site includes approximately 1.8 acres of creek and wetland buffers, reducing the developable area to 4.29 acres. The project includes a community garden, dog run and outdoor seating area for the residents. Indoor amenities include a swimming pool, common living room, salon, exercise room, theater and art room. A total of 78 surface parking and 32 garage parking will be provided.

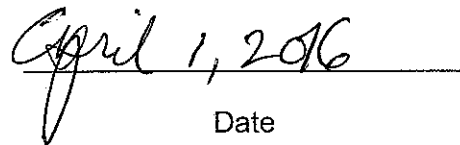
**LOCATION:** The project site is located at the northwest corner of Central Issaquah, at 2450 Newport Way NW.

## I. DECISION

The Development Commission reviewed the proposed Site Development Permit during public hearing conducted on February 3, 2016 and continued on March 16, 2016. After reviewing the applications; project drawings received on January 19, 2016, the Staff Report dated January 27, 2016 with Attachments 1 – 15, Briefing Response memo, dated March 9, 2016 with Attachments 1 – 7; and listening to representatives by the applicant, city staff and citizens, the Development Commission approved the applications with Conditions. Approval of the applications is based on the below Findings of Fact, Conclusions and is subject to the conditions contained herein.



Randy Harrison, Chair  
Development Commission



Date

This Notice of Decision has been executed this 1st day of April, 2016 by the Chairman of the Development Commission on behalf of and per the direction of the Development Commission.

WHEREAS, a public hearing was held on February 3, 2016 and continued on March 16, 2016, to consider a Site Development Permit for a multifamily project consisting of 146 dwelling units in a 5-story building on 6.09 acres; and,

WHEREAS, as the Development Commission reviewed the applications on February 3, 2016 and March 16, 2016, and has had adequate time to review and reflect upon the applications; and,

WHEREAS, the Development Commission is now satisfied that the applications have been sufficiently considered, and hereby makes and enters the following:

## II. FINDINGS OF FACT

1. The Wolff Company submitted a Site Development permit application on October 28, 2016 for the development of a 5-story senior residential development consisting of 146 units on 6.09 acres.
2. A sufficiency review of the applications was made and staff determined that the applications contained adequate information and detail and the applications were determined to be complete on October 28, 2016.
3. A Notice of Application was mailed to parties of record, to property owners within 300 feet of the subject site on November 13, 2016 and the notice was posted on the city's website and

on the property in the same week. Public comments were allowed up through the public hearing of March 16, 2016.

4. The Central Issaquah Plan (adopted on December 17, 2012 and amended on December 7, 2015) provides the Central Issaquah Plan Area Map, an overview, definitions, guiding principles, central plan districts, policies and exhibits to the plan. The Central Issaquah Development and Design Standards became effective December 22, 2015 to implement all development sites within the boundary of the Central Issaquah Plan. This includes 17 chapters applicable to the plan. The property is zoned "MU" -- Mixed Use (effective 4/29/2013). Multifamily is a permitted use in the MU zone. Mixed use development is also allowed but is not required. The property also has a Land Use Designation of "Mixed Use" by the Comprehensive Plan (effective 1/20/2014).
5. The project site is comprised of 2 parcels that contain approximately 6.09 acres. This development proposal is the second phase of the multi-phased development of the former Mull property, which consists of 7 parcels. The Issaquah Gateway Apartments, SDP15-00002, is the first phase. The current plans submitted with SDP15-00005 still show the existing 7 lots. A Lot Line Adjustment, which requires administrative approval, will be required prior to construction permits being issued. The Lot Line Adjustment, LLA15-00007, has been submitted and is under review.
6. The existing use of the site is vacant with an existing residential structure slated for demolition. I-90 and a small vacant private property borders the northern boundary of the site. To the east is the future Phase 1 of the development, the multi-family development, Gateway Apartments. Abutting the property on the south is another vacant property, with an existing structure formerly occupied by a veterinary clinic. West of the property, across Newport Way, is a series of multi-family, single-family residential developments, and a City of Issaquah stormwater retention pond. Existing significant trees at the perimeter of the site will be retained to meet the required Tree Retention rate of 25%. To meet the Tree Density requirement, at least 375 trees, at 2-inch caliper, are required as mitigation.
7. Under Table 4.3A of Chapter 4 (Zoning Districts, Uses and Standards Summary) of the Central Issaquah Development and Design Standards, the Development Commission conducts a planning-level review of specified land use actions for sites that are 3 acres in size and greater, including Site Development Permits, for conformance with policies, goals and objectives contained in the Issaquah Comprehensive Plan and the adopted Central Issaquah Development and Design Standards. The Development Commission is the decision maker of Site Development Permits.
8. Environmental impacts of the project were analyzed as part of the SEPA review of the project with the submittal of an Environmental Checklist. The Rivers and Stream Board, a citizen advisory group, reviewed the proposal at its December 15, 2015 meeting. Three citizens spoke at that meeting. The minutes of the meeting are included as Attachment 4 of the Briefing Memo dated March 9, 2016. Significant "critical areas" as part of the environmental

review included Schneider Creek, which is at the eastern edge of the site and an existing wetland area in the WSDOT Mitigation Area" shown on the site plans. Existing steep slopes on site were determined to be man-made, and qualified for regulatory exemptions. No wetlands have been identified on the subject site outside of the "WSDOT Mitigation Area". Schneider Creek, a Class 2 stream with salmonids, requires a 100-foot buffer width and a 15-foot building setback from the edge of the buffer.

The applicant proposes to reduce the stream buffer to the minimum extent required due to the development. The stream buffer width generally varies between 90 and 108 feet along the east side of the development, and between 90 and 170 feet along the north side of the buffer. The buffer width in the southeast corner of the site reaches a minimum of 79 feet due to a required roadway access. A 15' building setback is maintained from the buffer line. A buffer reduction to 75 feet is allowed in the City's Critical Area Regulations (IMC 18.10.790.D).

The proposal includes buffer averaging (additional buffer area) for encroachments into the stream buffer; encroachments include minor utility construction (2,229 SF), a paved pedestrian trail (2,780 SF) which would bridge over Schneider Creek to connect to the Gateway Apartment site, and additional buffer area (2,994 SF) to compensate for off-site Gateway Apartment stream buffer encroachments (paved and soft-surface trails). The stream buffer encroachments total 7,943 SF and 8,003 SF of added buffer area is proposed, over the minimum required 1:1 ratio. The stream buffer enhancement area totals approximately 67,354 SF.

There will be enhancement of the reduced buffer area with native riparian plants. The entire, reduced 75-foot stream buffer shall be planted at a planting density consistent with IMC 18.10.790.D; a minimum planting density of 10 feet on-center for trees and 5 feet on-center for shrubs. The portion of the buffer beyond 75 feet, generally a 15' wide strip, will be planted at a minimum of 50% of the standard density, in transition to the development.

9. Site access is on Newport Way. Emergency vehicle and fire truck access is at the Newport Way main access drive, and the site provides a private street and driveways for adequate emergency vehicle access for the interior of the site.

Based on the traffic impact analysis, Newport Way has sufficient capacity to accommodate the traffic volume. Traffic safety and operation impacts have been considered through review of the application and the incorporated conditions will adequately ensure these issues are addressed. The Gateway Senior Housing is consistent with the growth assumptions included in the City's Traffic Concurrency Model. Therefore, the proposed development can withdraw trips from the "trip bank" that was calculated for concurrency and can mitigate their traffic impacts by payment of the traffic impact fee.

The Applicant is required to construct new half-street improvements along their property frontage on Newport Way NW, consistent with City road standards and the Central Issaquah Plan which identifies this section of Newport Way NW as a "Parkway." The improvements

would consist of a 10-foot wide vehicle travel lane, a 12-foot-wide center median turn lane, a 5-foot bicycle lane, 5-foot landscape strip, and a 10-foot shared multi-modal (bicycle, pedestrian) path.

10. Chapters 6 and 12 contain the standards for Circulation Facilities and Circulation Design. The Development Standards for roads as set forth in Chapter 6.0 (Circulation) of the Central Issaquah Development and Design Standards were used to evaluate the proposal. The internal streets and pedestrian circulation of this project meets the circulation standards. The proposed Neighborhood Street serving the project connects to the property immediately south, and designed with a road stub up to the property line. Newport Way is a Parkway that will be provided with a 10-foot wide multi-use sidewalk/bike trail separated by street trees, to fulfill the requirement for a Shared Use Route. Two administrative adjustments of standards (AAS) were applied, each achieving an equivalent or superior design than what would result from strict adherence to the CIDDS. These circulation facilities involve the parkway standards for Newport Way, and the neighborhood street standards. All criteria for an AAS were met by the two circulation facilities. A multi-use 12-foot wide queuing bridge is provided over Schneider Creek to connect the Gateway Apartments (Phase 1) on the east side of Schneider Creek to the subject property (Phase 2) development.
11. Chapters 7 and 13 contain the standards for Community Space. Community space will provide elements of the "Green Necklace" in an array of green elements including the Schneider Creek stream and natural areas, the I-90 green edge, tree-lined streets and active and passive community spaces and the Mountains-to-Sound bikeway on Newport Way. The proposed community open spaces are intended to provide active and passive recreational opportunity for the residents and the neighborhood. Required community space is provided in a combination of balconies and porches for individual residential units and communal open spaces, including a pea patch, dog run, orchard and a soft surface trail on the outer buffer of Schneider Creek. The required private community space is a min. of 48 s.f./unit. For 146 units, the minimum requirement equals 7,009 s.f. The project proposes to provide a total of 7695 s.f. in individual private community spaces. The CIDDS also requires a minimum of 400 s.f. of On-site Amenity, which the Applicant proposes to fulfill by providing a total of 6,816 s.f. of communal spaces in the interior of the building, consisting of a common living room, exercise room, theater and salon/wellness room.
12. Chapters 8 and 15 contain the standards for Parking. The project will include approximately 110 parking spaces in a variety of surface and structured parking. For senior housing, the CIDDS require 0.5 parking space per unit and one space for every employee at peak use. Surface parking consists of on-street parking and parking lots located between the building and the Schneider Creek corridor. Proposed parking consists of 78 spaces for residents, inclusive of required ADA parking stalls, and 32 spaces for employees, exceeding the minimum required. Bike parking is distributed at 3 high-traffic, pedestrian-accessible areas: the building public entry, the plaza outside of the living/dining area across from the outdoor community spaces, and in the garage.

13. Chapter 9 contains the standards for Signs. Sign information provided at SDP was limited to the location of signs for the name of the apartment complex and signs for the stream buffer. A comprehensive sign package for all exterior signage will be reviewed and approved at construction permit.
14. Chapters 10 and 16 contain the standards for Landscaping. Landscaping was primarily used to provide a lush, green frame for the streets and residential buildings, and as required enhancements for the critical areas. The landscaping meets the standards required for parking lots and the Circulation Facilities. The Newport Way landscape edge of the property will be designed to be consistent with the Western Gateway vision, with a combination of evergreens and deciduous trees, to allow for the building to relate to the public street. The proposal complies with the CIDDs requirements for the selection of plant materials in riparian areas, with the tree density and tree retention requirements, street trees, site furnishings, and with the general standards and guidelines as established.
15. Chapter 11 contains the standards for Site Design. This included an emphasis on the relationship of the buildings and community open spaces through the circulation facilities; the visual connection of the site to the Issaquah Alps and the I-90 corridor; the use of the Shared Use Route to connect the site to the existing Mountains-to-Sound Greenway regional bike trail; the use of the architecture and the landscape design to define the Western Gateway vision, the use of intuitive wayfinding in the architecture design and landscape design, and the activation of the public realm through the provision of individual entries for ground floor units, the use of special paving to create pedestrian plazas and minimize vehicular presence in the parking lots and reducing building setback from the sidewalks to the greatest extent possible allowed by the CIDDs.
16. Chapter 14 establishes building design standards that create a vibrant, pedestrian-friendly, built environment through buildings designed to frame and engage the public realm. The project complies with the various requirements in this chapter, including building mass and design, blank wall mitigation and building materials that are consistent with the vision for the Western Gateway district. The long building facades will be visually broken up by changing the massing, using architectural details and providing a large trussed roof for the middle section. An administrative adjustment of standards (AAS) was applied to the building setback standards for the 5-story buildings to allow for a more graceful proportion to the building modulation, which met all the criteria for an AAS.
17. Chapter 17 contains the standards for Lighting. The lighting selected will include a hierarchy of fixtures that will provide for safety after dark in an attractive manner including pedestrian scaled pole lights on Newport Way and sconces at the building entry and individual porches. Low-level lighting provided for the bridge over Schneider Creek will be required to meet Lighting standards. Actual details of the fixtures and lighting photometrics will be provided with the construction permits.

18. The SEPA Mitigated Determination of Nonsignificance (MDNS) was initially issued on January 14, 2016 and sent to State agencies and parties of record, and published in the Issaquah Press. A 21-day combined comment and appeal period was established between January 14, 2016 and February 4, 2016. No appeals were received. The Muckleshoot Tribe and 2 residents provided comments. Staff provided responses to the comments, which were included as Attachment 3 of the Briefing Response Memo, dated March 9, 2016. The SEPA decision including Findings and Mitigation Measures was included as Attachment 6 to the Briefing Response Memo dated September 16, 2015.
19. A legal notice of the project was placed in the Issaquah Press on January 21, 2016 for the February 3, 2016 public hearing. A legal notice was published in the Issaquah Press on March 3, 2016 for the March 16, 2016 continuation of the public hearing.
20. Notice of the scheduled dates held for the public hearing was mailed to property owners within 300 feet of the subject site on January 20, 2016 for the February 3, 2016 public hearing and on March 4, 2016 for the March 16, 2016 continuation of public hearing. Notice of the public hearing was also placed on the City's website.
21. An Information sign of the project and description was posted on the property by the applicant on the week of November 13, 2016. Notice of the Development Commission public hearing dates were provided on the sign at least 2 weeks prior to both the public hearing.
22. The City received 23 letters and email correspondences from 19 citizens (two citizens wrote twice). In addition, a petition, signed by 13 residents of the Bentley House, was submitted at the February 3, 2016 Public Hearing. Concerns in summary were regarding: traffic impacts, parking and pedestrian safety on Newport Way; Parkway design of Newport Way, view impacts to neighboring properties; design and maintenance of the public park; consistency with the vision for the Western Gateway in the Central Issaquah Plan; mass transit and school bus service; impacts to public services; and impacts to Sammamish Pointe Condominiums. These issues, along with responses from City staff, were described in greater detail in the Staff Report Attachment 5 and the Briefing Memo.
23. An opportunity for public testimony was provided at the public hearing held on the evenings of February 3, 2016 and March 16, 2016. Nine citizens spoke at the February 3, 2016 public hearing and 4 citizens spoke at the March 16, 2016 continuation of the public hearing. Concerns brought up were primarily regarding: 1) adequacy of on-site parking provided, 2) traffic impacts and Parkway design of Newport Way, 3) vehicular, pedestrian and bike safety on Newport Way 4) building height and views from adjacent residential neighborhoods 5) bridge over Schneider Creek 6) appropriate buffer width for Schneider Creek 7) emergency and fire truck access 8) impacts to public services and 9) noise from I-90, 10) architectural mitigation for the long building.

24. Staff has thoroughly reviewed the applications and presented their findings verbally and in a Staff Report. The Development Services Department issued a Briefing Response memorandum on March 9, 2016, in response to issues raised by the Development Commission and the public at the February 3, 2016 public hearing.
25. Beyond the information provided in the applications, the Staff Report and its attachments, Briefing Response Memo and its attachments, information was provided by City staff and the applicant to the Development Commission during the course of the public process to enable it to have a complete and thorough understanding of the project. This included two PowerPoint presentations by the applicant with a presentation explaining the project and its compliance with the Central Issaquah Development and Design Standards and two PowerPoint presentations by staff summarizing the staff analysis and recommendations.
26. The applications were routed to various departments within the City as well as Eastside Fire & Rescue. All comments were incorporated into the proposal or the below-listed conditions.
27. The Development Commission evaluated all comments related to the applications prior to rendering a decision.
28. Any conclusion listed below which could be considered a finding is hereby incorporated as a finding.

### **III CONCLUSIONS**

Having rendered the above-cited Findings, the Development Commission draws the following Conclusions:

1. This proposal was reviewed in accordance with the Central Issaquah Plan and the Central Issaquah Development and Design Standards. Any areas not covered by that plan were reviewed in accordance with the Issaquah Land Use and Municipal Codes. The Development Commission is responsible for reviewing and making the decision for Site Development Permit applications for parcels over three acres in size.
2. The Gateway Senior Housing is within the boundaries established by the Central Issaquah Plan.
3. The proposed Gateway Senior Housing complies with the standards of the Central Issaquah Development and Design Standards.
4. The applications contain adequate information for the Development Commission to render this decision.
5. Any finding listed above which could be considered a conclusion is hereby incorporated as a conclusion.



Based on the Findings and Conclusions outlined above, the Development Commission moved to approve the Site Development Permit for the Gateway Senior Housing project, file Number SDP15-00005, as described and evaluated in the Staff Report dated January 27, 2016 with Attachments 1 – 15, and project drawings received on January 19, 2016, Briefing Response memo, dated March 9, 2016 with Attachments 1 – 7, subject to the following conditions:

1. *No building permit shall be issued prior to the approved of the Lot Line Adjustment for the Gateway Phase 1 and Phase 2 projects, LLA15-00007.*
2. *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*
3. *Deleted.*
4. *Existing power lines shall be installed underground, as part of the half street improvements.*
5. *With Site Work construction permits, the applicant will be required to provide a center median treated either as a landscape planter or turn lane, where appropriate.*
6. *Provide additional treatment to the plaza at the bottom of the ramped walkway so cars can easily identify the travel lanes and pedestrians are protected from cars straying into the pedestrian-only zone. This includes changes in materials, paving treatment, bollards, etc. which will be identified during construction permit review.*
7. *The pedestrian circulation area serving the ground-floor units of the north wing of the building shall be designed such that visitors and non-residents know the sidewalk is not a primary connection to other community spaces on site. At the same time, this area should be well-lit with natural and artificial light, and provided with attractive landscaping that engages the senses, so that it is comfortable, safe and can be easily monitored informally. The retaining walls shall be softened with landscaping or designed as an art wall.*
8. *Reconfigure the driveway connection to the Neighborhood Street, using changes in grade, paving and other visual cues, to signal to pedestrians and motorists that they are entering a driveway and that the Neighborhood Street will connect to the adjacent property.*
9. *Reduce the width of the Neighborhood Street driveway at Newport Way to the minimum required for private vehicles while using techniques that maintain functionality for the various larger vehicles accessing the site.*
10. *Consider using City Street Standard T-37, Crosswalk Stripe for Decorative Pavement, at pedestrian crossings in the interior of the lot.*
11. *Design the 12-foot wide ped-bike connection over Schneider Creek to accommodate a queuing bridge (similar to the photos). The bridge shall be kept at the same width, connecting the Gateway Senior Housing site to the Gateway Senior Housing, immediately west of the project.*

12. *Re-orient the walkway to the garage man door to integrate with the plaza and to separate pedestrians from the driveway to the garage. Move landscape adjacent to the garage driveway.*
13. *The community garden shall provide:*
  - a) *a convenient location for storage of tools, and gardening supplies within easy access of the garden plots.*
  - b) *water and power connections*
14. *Pet waste stations should be distributed throughout the site, where pets are likely to be allowed, especially in the community spaces for recreational use.*
15. *A total of 375 replacement trees, with a min. size of 2 inches caliper, shall be provided.*
16. *The landscape treatment along Newport Way shall emphasize the gateway-to-Issaquah function of this property. Plant trees along the eastern edge of Newport Way that reinforce the character of the site. That is, use a more natural palette and placement north of the entry road and south of the ramp entry, and provide in the central area between the vehicular and ramp entries a more urban, regular, and primarily deciduous palette with evergreens selected to fit in the space available. The trees and understory vegetation for the length of Newport Way coinciding with the length of the building shall be designed as a "foreground" to the building, with the trees paired or staggered from the street trees and accommodate good sightlines into the site and building.*
17. *The building length shall be broken up visually so that it is perceived as two or three smaller buildings along the Newport Way façade. This can be accomplished by creating a stronger central bay or introducing colors and architectural details distinct from the other two wings. The top floor of the building, which is the part most visible from Newport Way, should shall be further refined to create a strong architectural statement befitting the Western Gateway. Consider adding timber truss elements to the middle gable roof, or acceptable alternative reflective of the "Northwest" architecture example in Fig. 25 of the SDP staff report. The pedestrian entry on Newport Way shall be emphasized with a combination of street furnishings, accent landscaping and accent lighting, so that it provides a clear sense of arrival for pedestrians.*
18. *A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.*
19. *The water main shall be looped through project with two connections to the existing public water system, providing for fire flow consistent with City Code.*
20. *A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.*